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TRADE AND SERVICES

No. 1197

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USSR REPORT

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TRANSPORTATION

INTERNATIONAL ECONOMIC RELATIONS

'IZVESTIYA' WRITES ON CEMA AID TO DEVELOPING WORLD

Moscow IZVESTIYA in Russian 12 Aug 79 Morning Edition p 4 LD

[Article by V. Lapskiy under "On International Topics" rubric: "Reliable Bulwark"]

[Text] The UN Headquarters in New York recently distributed as an official General Assembly document a report on CEMA's activity. A message addressed to UN Secretary General K. Waldheim states that in the 30 years of its existence this organization has promoted the development of close economic ties between its member countries and the strengthening might and cohesion, of the socialist community and that in the intervening years radical socioeconomic transformations have been implemented in those countries.

An important section of this message is devoted to the desire of all CEMA members to expand and intensify mutually advantageous cooperation with the developing countries.

In recent years this cooperation has acquired particularly broad scope. CEMA now gives economic and technical aid to 78 states in Asia, Africa and Latin America. About 4,000 projects, mainly in the sphere of industrial and agricultural production, science and culture have been or are being constructed in the developing countries with its participation. Of these approximately 2,750 have been commissioned. All these enterprises and projects are fully owned by the developing states.

The developing countries' cooperation with CEMA is of extremely important, historical significance for them. They inherited economic and scientific-technical backwardness from colonial times--it was not easy for them to develop their economies without foreign aid. But the aid they receive from the capitalist powers serves neocolonialist aims--binding the young countries to the economic and financial system of capitalism. Only one-fourth of the money coming from the leading capitalist states in the form of aid is earmarked for large-scale projects.

The cooperation between the Asian, African and Latin American developing countries and CEMA is of qualitatively different nature. Over 70 percent of the funds supplied by CEMA are earmarked for the creation and development of key economic sectors like energy, the extraction and processing of ferrous and nonferrous metals, oil, gas and coal. For instance, the CEMA countries are undertaking 50 important economic projects in Syria, supplying it with machinery, machine tools and equipment for cement plants and flour mills, transformer substations, a nitrogen plant and an oil refinery and are building bridges, dams and much else. A metallurgical plant in Bhilai, heavy machine building and mining equipment plants, machine tool and machine building enterprises, pits and coal mines and so forth have been constructed in India with CEMA aid.

A new form of international division of labor has arisen characterized by mutual advantage, the desire to overcome the gulf in levels of economic development, respect for sovereignty, noninterference in internal affairs and the just, equable distribution of the advantages from cooperation. This helps to strengthen the young countries' national independence. The Ethiopian newspaper THE ETHIOPIAN HERALD wrote in this connection: "The young African states have had many opportunities to see for themselves that relations with the CEMA countries help to strengthen their sovereignty and economic independence."

CEMA aid in many economic spheres is accompanied by the supply of advanced technology and work experience to the developing countries. The CEMA countries send hundreds of their specialists to the countries of the three continents and also receive many thousands of students from Asia, Africa and Latin America.

CEMA's fruitful cooperation with the developing states strengthens their positions in the struggle against the imperialist monopolies and vestiges of colonial relations and serves as an important and reliable bulwark of their socioeconomic and cultural development.

CSO: 1823

POLITICAL IMPORTANCE OF TRADE STRESSED

Moscow SOVETSKAYA TORGOVLYA in Russian 31 Jul 79 p 3

[Article by V. Begishev, political reviewer of APN: "The Economic Advantages of Detente"]

[Text] If Jean Jaques Rousseau was right when he said that trade entails peace, the converse statement is at least equally true: Under peaceful conditions, economic relations flourish. The statistical evidence eloquently testifies to the truth of this statement. According to UN data, during the years of detente the exchange of goods between the East and the West almost quadrupled--from $19 billion in 1970 to approximately $75 billion in 1978. True, this development appeared to be slowing down toward the middle of the decade and some Western observers regarded this as proof of the practical uselessness of the "second basket" of the Helsinki agreements. In point of fact, however, the "code of cooperation" which was ratified 4 years ago in Helsinki by 35 government leaders and heads of state is one of the most important factors enabling East-West trade to maintain its upward trend even in the present difficult times.

The crisis which the Western economy cannot get out of by any means was bound to have a negative effect on the state of world economic relations, including the relations between socialist and capitalist states. The credit market underwent increasing restriction. Rapid inflation led to a sharp rise in the price of goods produced in the West, whereas the prices of products exported by the East showed a lesser increase. The capitalist states and their economic alignments began to adopt protectionist measures on a larger scale. On account of all these developments, the socialist countries have begun to show unfavorable balances in their trade with the West and their purchasing power on the capitalist world market has naturally been restricted.

Under such conditions, the goods exchange between the two systems could have come to a complete standstill. Nevertheless, it continues to increase, and the political driving force--the desire to give real substance to the Helsinki Agreement--is undoubtedly a considerable factor in this regard.

Quite characteristic in this respect is the development of economic cooperation between the USSR and the Western European states. This cooperation has now been put almost entirely on a long-term basis, and after the all-European conference approximately 30 agreements concerning such cooperation have been concluded. Of special importance are the large-scale, long-term programs signed at top-level meetings in the last few years--the Soviet-Finnish program, the Soviet-West German program and the Soviet-French program. Leonid Il'ich Brezhnev aptly called such agreements "unique joint capital investments by the East and the West in a very necessary and mutually beneficial cause--the preservation and consolidation of international peace."

In terms of economic development, the positive consequences of the continuing consolidation of the scientific-technological, industrial and commercial ties between the East and the West are apparent even today. For the socialist countries, this represents first of all the opportunity to speed up the implementation of a number of important economic projects. Thus, according to data published by the UN Economic Commission for Europe, the agreements on cooperation concluded with Western firms by enterprises and organizations of these countries reduce by 14 to 20 months the time required for organizing the production of new types of goods, as compared to the simple transmission of documentation that formerly was more widely practiced. According to data published by the above-mentioned ECE [Economic Commission for Europe], the number of agreements of this kind increased approximately 1.5-fold and presently exceeds 1,300.

For the capitalist partners, the development of cooperation with the East spells a certain mitigation of the crisis phenomena. Thus, according to conservative estimates, Soviet orders alone presently provide work for no fewer than 1 million workers in the West. Increasingly, representatives of Western business circles perceive in the further expansion of this cooperation the chance to overcome the raw materials and fuel crisis. In a recent interview with the daily NEUE RUHR-ZEITUNG, the president of the FRG's Chamber of Industry and Commerce, O. Wolf von Amerongen, stated: "In the face of the dramatic events in the international energy market, the German economy must take advantage of the large reserves of natural gas, oil and coal in the countries of Eastern Europe." Characteristic is also a commentary by the London paper DAILY TELEGRAPH on a forthcoming exhibition organized in the USSR by 28 English firms: "British industry is making an attempt to link up to the implementation of the Soviet Union's grandiose plans concerning the prospecting for gas and oil deposits on the coastal shelves."

Statements such as these positively testify to the fact that the idea of detente is becoming firmly established in people's minds. For the West--haunted by the vision of "shut-off taps" in the event of a conflict with the East--has always treated very scrupulously the proposals concerning cooperation in such a crucial economic area. The 4 years of post-Helsinki development have evidently led to appreciable progress in this respect as well, although for the time being it is basically a question of prospects. However,

the experience of Austria, which precisely in those years began to obtain electric energy from Poland via Czechoslovakia, did not go unnoticed, nor did the continuous operation of the gas pipelines linking several Western European countries with Soviet deposits. In one of his speeches, the Austrian chancellor, Bruno Kreisky, said that one could establish a "concretely conceivable all-European system of cooperation in the energy field." Precisely such a proposal had been put forth after Helsinki by the Soviet Union, along with proposals concerning cooperation in the fields of transport and environmental protection. Implementation of these proposals would spell a further strengthening of the material substance of detente in Europe and it appears that events are moving in this direction, all the difficulties notwithstanding.

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BRIEFS

'INTERMORPUT' COUNCIL--Odessa, 2 Jun (RATAU)--The "Intermorput'" Council has been established here--the leading organ of the Soviet-Bulgarian Maritime Association. G.S. Leont'yev (USSR), chairman of "Sovsudopod"em" [All-Union Association for Ship Salvage], was elected chairman of the council, and Andrey Premyanov (PRB), director of the Administration for the Maintenance of Channels and Port Water Depths, was elected deputy chairman. "Intermorput'" is a new international organization which was established at the beginning of 1979 within the framework of CEMA by the Soviet Union and Bulgaria with the object of coordinating the navigational service of the sea routes of the Black Sea basin, maritime dredging operations, towing and emergency rescue work, technical underwater projects and ship-raising operations. In the minutes concerning the results of the first working session concluded here today, it is emphasized that "Intermorput'" is an example of the further development of socialist economic integration. The "Intermorput'" working plan for the period from 1979 to 1980 was approved. The next session will take place in October of this year in Varna. [Text] [Kiev PRAVA UKRAINY in Russian 23 Jun 79 p 3] 8760

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COMMUNICATIONS

VASIL'EVA, HEAD OF MOSCOW TELEPHONE SYSTEM, ON DEVELOPMENT PROSPECTS

Moscow MOSKOVSKAYA PRAVDA in Russian 7 Aug 79 p 2

[Interview with V. P. Vasil'eva: "The Five-Year Plan Presents a Bill: The City and the Telephone"]

[Text] The capitol's telephone system is being expanded each year. New automatic telephone stations are being built; and each year thousands of Muscovites are given the opportunity to have a telephone in their apartment. But quite a few letters to the editor are still being received which raise questions about the telephone service. Our correspondent, A. Bulgakov, has asked V. P. Vasil'eva, the head of the Moscow City Telephone System, to say a few words about the prospects for improving this service.

The Moscow City Telephone System today is a complex system of modern installations and equipment. The capacity of the capitol's telephone system has reached 2.6 million numbers; the length of its cable lines has exceeded 50,000 kilometers. More than 27,000 people can simultaneously make calls from pay phones. Moscow's telephone system will soon celebrate its hundredth anniversary: the first city manual telephone station was built in 1882. In many rayons of Moscow telephones have already been installed in every apartment, for example in Sviblova, Shchukino, Vykhina and in several microrayons of Teplyy Stan. Last year the 384th automatic telephone station was put into operation in just slightly over three months ahead of schedule, which made it possible to almost completely fill the orders of the residents of Biryulev-Zapadnyy.

But even today on the telephone terminals of Moscow there is still a large number of unfilled orders for a telephone - particularly from the residents of new buildings. This year we are planning to install 125,000 telephones in the city, which includes a 1,000 telephones in excess of the plan. In particular automatic telephone stations will be put into operation in Gol'yanova, Sokol'niki, Veshnyaki, Izmaylovo and Troparevo. Much of the work is being performed by the Mostelefonstroy trust.

The system's workers have pledged in 1979 to organize in Moscow three additional centralized offices for telephone repair. The communications workers are faced with a great deal of work to be done prior to the 1980 Olympic Games. An additional 80,000 telephones will be allocated to better provide the sports complexes, press centers, hotels and other facilities with communications. A special Olympic allocated telephone system with a 5-digit numbering system will be built to organize the official telephone communications of the 1980 Olympic Games Organizing Committee. This is only some of the work facing the communications workers. In general by the end of the year we are obliged to complete the preparatory work on the operation of telephone facilities for servicing the 1980 Olympic Games.

But there are still quite a few unresolved problems in the telephone service to Muscovites. The efforts of more than just the workers of the telephone system are needed. To begin with the construction organizations are badly letting us down. For example, buildings for the 183rd and 253rd automatic telephone stations on Yaroslavskoye Shosse and at Krasnaya Presnya were handed over by construction administrations No. 16 and No. 17 of the Mosstroy No. 3 with a large amount of unfinished work, which is hindering completion of equipment installation and putting the stations into operation. Extremely limited capital investments were allocated last year for the construction of three buildings for the main telephone terminals on Bakuninskaya and Markhlevskogo streets and Samarskiy Street. As a result not one of them was handed over for equipment installation by the end of the year as planned. A particularly difficult situation was created in the construction of the Bakuninskiy city telephone terminal, the erection of which was assigned to the construction administration No. 165 of Mosstroy No. 2. Construction administration No. 165 was to have erected a 5-storey building, but has not even completed the ground breaking. At the beginning of the year the project was transfered to construction administration No. 12, which is now taking energetic steps to remedy the situation. Moscow telephone workers are asking that the terminal be put into operation by the end of the year.

There is another serious grievance against the construction trusts. Those who need a telephone often hear standard responses in the shops for the development of terminals: "We are unable to install a telephone due to the lack of the technical means." It is annoying that it is not the lack of available telephones at the automatic telephone station but the lack of telephone hook-ups that are built into buildings that is sometimes hidden behind this general phrase; this is the case even though the buildings that are handed over by the construction organizations must be equipped with telephone hook-ups. There are particularly many houses without telephone hook-ups in Orekhovo-Borisov, Yasenev, Bibirev and Yuzhnoye Izmaylovo. Throughout the city there are more than 500 such "offended" houses; the most malicious "offenders" are trusts numbers 1, 2 and 6 of Mosfundamentstroy [Moscow Trust for the Construction of Foundations]. This matter has been examined in the City Committee for People's Control, but no effective measures have yet been taken to eliminate the shortcomings.

Regional repair and construction trusts, it happens, are "forgetting" to restore telephone wiring in apartments during capital repair work on buildings.

A third big complaint against the builders is the damage that they do to underground communications lines during construction work. More than 130 instances of damages were noted altogether in Moscow during the past year. The problem is not only that these damages lead to a lengthy disruption in telephone communications for entire regions of the city and to non-production expenditures for recovery work (in 1978 101,000 rubles were spent for this), but that the long disruptions significantly worsen the quality of communications for the entire system. The Glavmosinzhstroy [Main Administration for the Construction of Engineering Facilities in Moscow] and Glavmosstroy [Main Administration for Housing and Civil Construction in Moscow] trusts have been particularly "ruthless" in regard to telephone cables. We are constantly appealing to the construction organizations to invite representatives from the telephone terminals to come out before starting any work, but the appeal often goes unheard. The result is instructive: almost all damages to telephone communications lines occur when the communications workers have not been summoned prior to beginning the ground work.

The city's telephone system is now operating under a heavy load. To increase the efficiency we are introducing equipment with high-frequency multiplexing. More than half of the inter-terminal connecting lines are being outfitted with this equipment.

In the near future the Moscow City Telephone System will be a completely automated on the basis of computers enterprise.

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COMMUNICATIONS

POLES BUILD AUTOMATIC TELEPHONE STATION IN MOSCOW

Moscow MOSKOVSKAYA PRAVDA in Russian 21 Jul 79 p 2

[Text] 17 July--The ATS-374 [automatic telephone station], built by Polish specialists, was formally turned over for operation in the Moscow telephone system today.

On the fourth floor of a building in Veshnyaki, an area of considerable new construction, installers, adjusters and technicians from Warsaw have been at work for several months. Row upon row of switchboard panels here bear the trademark of the well-known Polish Telkom enterprise. The final adjustments are still being made, but the new Moscow ATS has already begun to be incorporated into the complex municipal telephone system. The first telephones in operation were those which rang in the station building. The first thousands of connections indicated that the complex of the Pentakonta system is in excellent working condition. Now comes the "inauguration," when the ATS is handed over to its operators.

"We have tried to set up the station as fast and as well as possible," says technician A. Ziombska. "And we beat the schedule by a full month. We have dedicated the success to the 35th anniversary of the Polish People's Republic and the 30th anniversary of CEMA. Each of us takes pleasure in the thought that our work serves the residents of our sister city of Moscow. This thought assisted us in our work."

The ceremony was celebrated in a festive way, with flowers, applause and the traditional bright red tape, which was cut by Soviet and Polish communications ministers N. V. Talyzin and E. Koval'chik. The ATS-374 became one of 11 Moscow telephone stations built this year.

By the end of the year, telephones whose numbers start with 374 will be ringing in the apartments of residents of Veshnyaki-Vladychino. The Pentakonta is likely to be serving 9,000 subscriber lines and a thousand institutional lines. In addition, 100 pay phones, to be installed on the streets and in squares, will be connected to it. The Zhdanovskiy telephone system will be acquiring a major addition!

Similar additions are expected in other parts of the capital next year. Three more Pentakontas, each handling 10,000 numbers, will be installed in Moscow. These will be installed jointly by Soviet and Polish specialists. Enterprises from our brother nation will also assist in equipping other ATS's which will be going into operation in the capital. Workers from the two countries will be striving to make Moscow's telephone system truly modern, of high quality, and a model of its kind.

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CSO: 1823

POSTAL SERVICE DEVELOPMENT, PROBLEMS DISCUSSED

Moscow PRAVDA in Russian 6 Aug 79 p 3

[Interview with D. I. Mangel'din, USSR deputy minister of communications, by correspondent A. Batygin: "How is the Mail Situation?"]

[Text] The country's postal service is a large and complex system, and millions of people and tens of thousands of enterprises, organizations and institutions make use of its services every day. For this reason, it is no coincidence that complaints about late mail delivery, deficiencies in the work of some communications institutions, and suggestions for further improvement in the services rendered to the people and the national economy by communications workers are encountered in the letters being received by PRAVDA. A PRAVDA correspondent asked D. I. Mangel'din, USSR deputy minister of communications, to comment on this mail.

[Question] "Dan'yar Iskanderovich, 5 years ago you commented in our paper on readers' letters on the postal service. What changes have taken place since that time, and what is new in this service?"

[Answer] "There have been many changes. Mail volume is increasing every year. In 1978, communications workers delivered 42 billion newspapers and magazines to subscribers and processed and carried 240 million parcels, about 100 million pieces of registered printed matter, and over 9 billion letters, and tens of millions of persons receive their pensions at home. The network of communications enterprises also has been expanded--there are about 90,000 of them in the country now. During these years more than 20 large post offices were built at railway stations. Construction of a post office at the Olympic Village in the capital will be completed soon.

"A complex of mail-processing machines has been developed by the Ministry of Communications. Basic operations have been mechanized at more than 1,500 large postal enterprises. Shipment of mail on baggage and mail trains is being further developed--35 such trains and about 4,000 mail cars are now in operation. Shipment of mail by air is increasing. 'Onega' machines are being introduced to mechanize postal money order operations. Automated monitoring of the accuracy of money order payment is being performed with the aid of an electronic computer."

/Question/ "And in spite of that, there are still quite a few complaints against communications workers in readers' letters. Thus V. Skuritina from Leninogorsk, Vostochno-Kazakhstanskaya Oblast; N. Mel'nikova from Nizhniy Tagil; and Z. Shakhnavazova, a resident of the village of Murchuk in the Dagestanskaya ASSR, have written PRAVDA that parcels which they sent were found 'incomplete' at localities..."

/Answer/ "The Main Postal Administration has checked these complaints and the letter-writers' claims have, unfortunately, been corroborated. Existing procedure notwithstanding, formal documents on the receipt at localities of parcels with deficient weight were not made up and an investigation was not conducted. The claimants have been compensated in accordance with existing law and those guilty of the violation which was permitted have been punished."

/Question/ "Now, during the summer, many persons are sending fruit and vegetable parcels. V. Pyatin, a resident of the city of Mariinsk in Kemerovskaya Oblast, also was sent such a parcel. However, when the parcel was received, it weighed 1 kilogram less. At the post office they explained to Comrade Pyatin: we cannot help you in any way, they say, since communications workers are not responsible for the loss of fruits and vegetables."

/Answer/ "The explanation given is incorrect. Communications enterprises have material responsibility for the loss and spoilage of fruit and vegetable parcels for which they are to blame, to the extent established by communications regulations of the USSR. At the same time, the sender or recipient have the right to submit a claim within 6 months of the day that the postal shipment is delivered. However, communications enterprises do not bear material responsibility if the postal shipment has been accepted by the addressee and a receipt has been given for receiving it."

/Question/ "What steps are being taken by the ministry and its organs in localities to prevent violations of the type we have just been discussing?"

/Answer/ "We treat such alarms with strict exactingness. In May the collegium of the ministry reviewed the question 'On the status of and measures for improvement of the safekeeping of money orders and mail shipments at communications enterprises.' By order of the minister, the following deputy chiefs of communications production and technical administrations

were punished for nonfulfillment of requirements for the safekeeping of mail shipments: S. K. Ozhigov of the Sverdlovsk administration, O. V. Andreyev of the Voronezh administration, G. M. Demidov of the Irkutsk administration, A. O. Ezergayl of the Dagestanskaya ASSR administration, and A. P. Solodovnikov of the Stavropol' administration.

"Among measures aimed at safekeeping of mail during shipment, the ministry has intensified supervision of the processing of insured mail and is expanding shipment of mail in containers. The amount of new cardboard and polyethylene packaging materials for parcels and printed matter is being significantly increased every year."

[Question] "There is also quite a lot of criticism for late delivery of newspapers and magazines. I. Pinchuk, manager of a section of the 'Serp i molot' kolkhoz in Krylovskiy Rayon, Krasnodarskiy Kray, for example, states in his letter that he receives newspapers and magazines very late, and that some subscription issues are not delivered at all. At the beginning of the year he made an address change for the magazines CHELOVEK I ZAKON and ZA RULYEM, but he received only the fifth issue of one of the magazines."

[Answer] I have checked this complaint. Late delivery of newspapers and magazines in this case was the fault of the Kushchevskiy Rayon communications center. The subscriber has received the missing issues, and those to blame for the delay have been severely punished. On the ministry's instructions, delivery of periodicals in the rayon was put under the supervision of the Krasnodarskiy Kray communications production and technical administration.

"Unfortunately, the message from Comrade Pinchuk is not an isolated instance, although we are trying to do everything possible to see that persons receive newspapers on time. Last year, 87.3 percent of the number of copies of central newspapers printed were delivered on the day of issue. Motorization for the delivery of correspondence helps to a large extent here. What is its value? First mail is sorted in the branch communications office, then it is transported to distribution points. There the postman picks up 'his' correspondence and distributes it to patrons' boxes at entrances, and in rural areas--in specially assigned places. The use of motor transport speeds up mail delivery by 1-2 hours and significantly eases the burden of the postman. His bag, as you know, is swelling every year. Beginning in 1980, a basic shift is planned to mail delivery by motor transport in the cities, and several thousand motorized sections will be operating in rural areas. I think that this will help to a large extent to avoid delivery interruptions. True, there are difficulties, too. For the present, communications enterprises are still receiving few vehicles with superior roadability.

"In addition, other forms of rendering service to the people are becoming widespread in rural areas. Postmen of Vinnitskaya Oblast have taken up the initiative of accepting mail from rural residents at home. This initiative has been extensively practiced. Now 84 percent of rural postmen take all types of mail shipments, telegrams, and electricity payments at homes. Rural residents have found such services to their liking. But the trouble is that we do not have enough postmen. At times we must take on persons who have had no training."

/Question/ "And how is the training of communications organ workers proceeding, and what is being done to enhance the prestige of this occupation? Muscovite A. Vasil'yev, Tula resident G. Panayev, and many other readers are interested in this sort of question, in particular."

/Answer/ "About 750,000 persons, 330,000 of whom are postmen, are now employed in the postal system. A huge army! Future postal employees are being trained in vocational and technical schools and in different courses in communications institutes and tekhnikums.

"We are trying to provide incentive to the best ones. Many have been awarded the honorary titles of 'Excellent Worker in Socialist Competition of the USSR Ministry of Communications' and 'Honored Communications Worker.' The wages of postal workers have been raised and the size of bonuses has been increased. Postmen are issued free uniforms. Now a new, more attractive uniform is being introduced.

"As you see, much is being done so that the Soviet people are satisfied with the work of communications workers. But everything still is not turning out as we would like it. Complaints often pertain to our colleagues who work in related fields. Let us say that a newspaper was not issued on time, an aircraft was late, or they generally changed a trip or a vehicle carrying the mail was out of order...

"We also have our own reckoning with regard to a number of ministries and departments. Thus, the USSR Ministry of Transport Construction is building post offices in Kuybyshev, Saratov and Barnaul slowly. The situation with construction of post offices in Yaroslavl' and Ulyanovsk (here the work is being done by the USSR Ministry of Construction), as well as with the erection of a post office at the Pavelets terminal in Moscow--the Glavmospromstroy /Main Administration for Construction of the Moscow Gorispolkom/ is building it--is no better. It happens that civil aviation is violating the norms for mail loads on aircraft which were agreed upon in advance with communications enterprises. We would like these ministries and departments, as well as planning and supply organs, the Ministry of Railways, republic motor transport ministries, and gorispolkoms to devote more attention to the needs of the mail.

"All this by no means implies that the USSR Ministry of Communications is trying to remove some of the burden of responsibility from itself for regular postal operations. Communications workers are doing everything to properly implement the CPSU Central Committee and USSR Council of Ministers decree 'On measures for further improving service to the people and the country's national economy by the postal service' which was approved in July 1978.

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CSO: 1823

COMPLAINTS PROMPT IMPROVEMENTS IN TYUMEN' POSTAL SERVICE

Moscow IZVESTIYA in Russian 20 Jun 79 p 2

[Text] The editors of IZVESTIYA have received several letters from Tyumenskaya Oblast complaining of unsatisfactory mail deliveries in several areas. These letters were sent to the USSR Ministry of Communications for their consideration.

Deputy Chief of the Main Postal Administration N. Afanas'yev has reported to the editors that following our readers' complaints an on-the-spot inspection was made by representatives of the USSR Ministry of Communications, the Ministry of Civil Aviation and the Tyumen' Production and Technical Administration of Communications.

On the basis of the inspection, the USSR Ministry of Communications has decided to organize a communications center in Novyy Urengoy in order to improve mail deliveries. A large group of skilled workers has been sent to Tyumenskaya Oblast to give practical assistance in improving the organization of postal services to the public and to enterprises and institutions of the oblast. In addition, the Tyumen' Production and Technical Administration of Communications has worked out a series of measures aimed at improving postal operations. In particular, the administration is setting up a group to organize postal transport. This year postal bureaus will be opened in the settlements of Purpa and Noyabrsk. Mail sorting stations will be opened by the end of the year at the airports of Novyy Urengoy and Nadym for the purpose of handling and forwarding the mail.

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CSO: 1823

BRIEFS

GRISHIN ADDRESSES CONFERENCE--A conference of representatives of union republics and RSFSR oblasts, which are involved in deliveries of potatoes and other fruit and vegetable produce, was held at the Moscow gorkom today. This year, more than 2.5 million tons of potatoes, vegetables and fruit will have to be conveyed to the city. A considerable portion of the produce will be laid in for winter storage. In this connection, measures were defined for insuring that produce from the new harvest is dispatched to Moscow in good time. Grishin, Central Committee member of the CPSU Central Committee Politburo and first secretary of the Moscow gorkom, spoke at the meeting. [Text] [Moscow Domestic Service in Russian 1200 GMT 28 Aug 79 LD]

CSO: 1823

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TRANSPORT'S KEY ROLE IN USSR'S UNIFIED ECONOMIC COMPLEX

Moscow ZHELEZNODOROZHNYY TRANSPORT in Russian No 12, 1977 pp 55-63

[Article by Professor A. A. Mitaishvili, Doctor of Economic Sciences: "The Role of Transport in the USSR's National Economic Complex"]

[Text] In the 60 years following the Great October Socialist Revolution in our country, during the brief historic period under the direction of the Communist Party, the Leninist plan for erecting socialism has been successfully implemented, the construction of a developed socialist society has been completed, and the supply and equipment base for communism is being created.

A developed socialist society is a natural stage in the establishment of a communist structure. Features characteristic of it are a high degree of maturity of social attitudes; a joining of the achievements of science and technology with the advantages that are inherent in the socialist system of economic activity; a decisive turn toward intensive forms and methods for developing the economic system; and a policy of raising the effectiveness and quality of labor and of production.

The report of CPSU Central Committee General Secretary and Chairman of the USSR Supreme Soviet Presidium L. I. Brezhnev to the Special Seventh Session of the USSR Supreme Soviet stated, "The new Constitution is rightly called the Law of Life of the Development of a Socialist Society. It is just such a society that has been established in the Soviet Union."

The nature of the production method, unity of purpose, and intercommunication and interdependence in developing all phases of social production have transformed the economic system of developed socialism, as was pointed out in Article 16 of the new USSR Constitution, which was confirmed by the Special Seventh Session of the USSR Supreme Soviet of the Ninth Convocation, into a unified national economic complex that functions and is being developed according to a single plan in the interests of the whole society and of each member of it.

The national economic complex is an organic entity of mutually communicating and acting branches of social production that are being developed systematically and proportionally, and this is an enormous achievement of socialism, which characterizes its superiority over capitalism.

In a capitalist society, which is founded on the supremacy of private ownership of the means of production, the national economy is partitioned into separate branches and monopolistic associations and enterprises that carry on a bitter competitive struggle with each other, the economy as a whole develops in an uncontrolled fashion, anarchically, and the final results of social production belong not to the producers but to the owners of capital.

In the USSR, where there is a developed socialism, the base for transforming the economic system into a single national economic complex is public socialist ownership of the means of production and the planned and proportional development thereof. In our country production relationships correspond completely with the nature of the productive forces, and socialist public ownership of the means of production and the commonality of interests of the Soviet people join all sectors of production, distribution, exchange and demand into a common process of social reproduction and unite producers and consumers into a single labor collective

The transformation of the USSR's economic system into a unified national-economic complex is the result of the titanic labor of the Soviet people and the guiding Communist Party and its Leninist Central Committee.

Comprehensive Integration Is the Characteristic Feature of the Economic System of Developed Socialism

The unified national economic complex was created in the USSR in planned fashion on the basis of the comprehensive integration of planning itself. The planned development of the USSR's economic system always has called for comprehensive integration in the solution of national economic tasks. V. I. Lenin repeatedly pointed out the necessity for this; he required a model organization "...precisely of the 'whole,' that is, not of one activity, not of one branch of the economy, not of one enterprise, but the sum of all the economic relationships, the total of all economic circulation."*

Beginning back with the first long-range plan for developing the country's economy--the GOELRO [State Commission for the Electrification of Russia] plan, which was worked out under the direct supervision of V. I. Lenin--and right up to our day, long-range plans have always been aimed at providing for the comprehensive integration of both the sectorial and the territorial aspects of the country's economic development. Only the purposeful, planned distribution of the means of production and of labor resources among national economic branches, republics and the country's economic regions will provide for the mutual coordination and correlation of all aspects of social reproduction in the interests of the whole society and of each member of it.

The high level of development of all phases of social reproduction--production, distribution, exchange and consumption--that has been provided as a

*Lenin, V. I., Poln. soobr. soch. [Complete Collected Works], 5th Edition, Vol 43, p 234.

result of the country's industrialization, the collectivization of agriculture, and the execution of a cultural revolution are inherent in a developed socialist society.

In the USSR's economic system, as in any unified national economic complex, a determining role belongs to production, for the production process is the natural basis of human life and is the material base for other types of human activity. The socialist method of production is based upon the unity of the productive forces and the production relationships that are provided by public socialist ownership of the means of production. The most complete satisfaction of the people's growing material and intellectual requirements is the highest goal of social production under socialism.

Production, as the decisive link of the national economic complex, takes place in interbranch, single-branch and regional complexes.

Single-branch complexes are aggregates of production facilities that are characterized by homogeneity of the subjects of labor that are consumed, a commonality of technological processes, and the unity of economic purpose of the final product.

Regional complexes are characterized by a unity of economically separate regions of the country with a definite regional division of social labor under which there are specialization in and regional concentration of production, which provide for more complete and effective use of natural resources and material and labor resources, both in the interests of the region itself but also in the interests of development of the USSR's national economic complex as a whole.

Production in the unified national economic complex is represented by hundreds of thousands of industrial, agricultural, transport, construction, municipal and other enterprises, at which enormous productive capital is concentrated and tens of millions of workers are employed. At present the fixed production capital of all branches of the economic system of developed socialism reaches almost 870 billion rubles--this is 37-fold the figure for 1917.

In order to provide for such a gigantic growth in fixed productive capital, the nation of the Soviets has, in the 60 years of its existence, built, restored or rebuilt more than 44,000 large industrial enterprises, mainly for heavy industry branches, which provide for the production of the means of production--the basis for developing the country's whole economy. The enormous growth of production and nonproduction capital during the period 1918-1977 has enabled the country's economic potential to be increased 56-fold what it was in 1913.

The gigantic production complex that has been created during the years of Soviet power is now providing for the production in 2.5 days of the same amount of output that was produced in Tsarist Russian in all of 1913. While previously Tsarist Russia was in one of the last places in the world in the production of industrial goods, the USSR is now producing

one-fifth of the world's industrial output and occupies first place in Europe and second place in the world.

The production complex has experienced especially rapid development in the past 10 years. In 1977 the gross social output will grow 1.83-fold over 1966's--industrial output almost 2-fold and agricultural goods 1.3-fold. This has been made possible primarily by introducing the achievements of scientific and technical progress into the national economy and by growth in the capital-labor ratio, which has permitted labor productivity to be increased by 60 percent during this period.

Based upon the Marxist theory of reproduction, the unified national economic plan has always called for preeminence in the pace of development of the first subdivision--production of the means of production (Group A). As a result, during 1917-1977, while the entire industrial product increased 225-fold, the output in industry's first subdivision (Group A) rose 497-fold, while the output of industry's second subdivision--the production of the means of personal consumption (Group B)--increased 78-fold. Such a balancing in the development of the first and second subdivisions within the production complex has enabled the country's persistently high rates of economic development to be supported.

The most important component part of output, on the level of development of which the degree of satisfaction of the demands of society's members for consumers goods depends, is agriculture. The purposeful agrarian policy implemented by the party has transformed agricultural production in the USSR into a highly developed sector of the country's economic system. In 1977 agriculture's gross product will increase 4.7-fold over that of 1917. All this is the result of putting into practice the Leninist cooperative plan for the collectivization of agriculture, based upon its being reequipped with machinery.

High dynamism in the development of production is being preserved also during the Tenth Five-Year Plan period. During the five-year period the output of industry will grow by 36 percent, the average annual volume of agricultural production by 16 percent, and the capital-labor ratio will increase by 34 percent in industry and by 60 percent in agriculture, and by 36 percent in the national economy as a whole.

Distinctive features of the development of production during the Tenth Five-Year Plan are a rise in effectiveness and quality and growth in labor productivity. While only 50 percent of the increase in output during the First Five-Year Plan came from growth in labor productivity, the figure was 80 percent under the Ninth Five-Year, and it will surpass 90 percent at the end of the Tenth Five-Year Plan.

The dynamism of development of the Soviet economic system and comprehensive integration thereof would be impossible without a knowledge and the use of the requirements of the objective economic laws of socialism, particularly the law of planned, proportional development during national economic planning.

Only under socialism, as opposed to capitalism, are conditions created so that the objectively necessary proportions in the national economy will take shape as a result of the distribution of social wealth, consciously planned and organized on a nationwide scale and guided by expediency, with a view to enabling mutual collaboration, correlation and coordination of the work of all subdivisions of the national economy, while observing correct proportions in the levels of development of branches of both the material production sphere and the sphere of services.

These functions are also realized through such a phase of social reproduction as the distribution system. Where there is developed socialism, distribution, as a component element of the national economic complex, is a connecting link between production and consumption and is a direct function of the methods and aims of production. The national economic plan establishes proportions in the use of the aggregate social product and of national income for the needs of production and of personal consumption, through distribution. Proportions within production are determined by the distribution of the means of production and of labor resources among branches of the economy.

The aggregate social product in the USSR is apportioned in the following four parts: products that are necessary for replacing the means of production that are consumed during the production process; products (or means of production) that are necessary in providing for the pace of expanded reproduction and creation of the reserves contemplated by the plan; products (or resources) expended in control, science, education, public health and for other purposes; and products that enter the inventory for personal consumption.

Where there is developed socialism, the systematic growth of that part of the aggregate social product and of national income that is sent into the inventory for personal consumption, which is the realization of the economic strategy developed by the party, is a natural process. In 1976, out of 380 billion rubles of the national income that was used in the national economy, 280 billion rubles, or about 74 percent, were directed toward consumption. The share of workers' consumption in national income, including expenditure for education, public health and other cultural and domestic-services institutions and for the development of science, increased during the Ninth Five-Year Plan period to 73.8 percent, versus 71.8 percent during the Eighth Five-Year Plan, and the share of accumulations was reduced correspondingly to 20.5 percent versus 21.3 percent. Estimated real income per capita in 1976 increased 5.1-fold over 1940, 1.7-fold over 1965.

Observance of the necessary proportions and comprehensive integration in developing the national economy depends upon the correct distribution of capital investment as the basis for expanded reproduction. During the period 1918-1976 the total volume of capital investment in the national economy was 1,584,400,000,000 rubles (in comparable prices), of which more than 570 billion, or 36.1 percent, were spent on developing industry, more than 271 billion rubles, or 17.2 percent, on agriculture, and 160.3 billion

rubles, or 10.1 percent, on transport and communications. The necessity for equalizing the level of development of agriculture and eliminating bottlenecks in transport were reflected in the distribution of capital investment during the Tenth Five-Year Plan.

Providing for proportion not only in the economic branches and subbranches but also in the regional siting of production facilities is a function of distribution. Thanks to socialist principles of distribution, the level of economic development of Union republics and of the economic regions has been equalized in the USSR.

An important role in the economic system is played by exchange, which, according to K. Marx's definition, must be viewed in two aspects: on the one hand, as an act that is included in production itself, and is, in this regard, the process of the exchange of output within production for the manufacture of new finished output and, on the other hand, as an independent stage of the process of social reproduction that is connected with the social division of labor.

Exchange is a component part of the economic system of a developed socialist society, and it is regulated and directed by the state through a price-setting system. Therefore, the circulation of commodities occurs in accordance with prices established by the state and is not regulated by market forces, as occurs under capitalism.

Soviet trade is the basic form of consumer-goods exchange. Under socialism the bulk of the goods for personal consumption is realized through the exchange thereof for the population's monetary income. During the years of Soviet power, both internal and foreign commodity exchange have been developed widely. In 1976, the volume of internal retail commodity circulation increased almost 9-fold over 1970. There also occurred a considerable change in the structure of domestic commodity circulation: the share of foodstuffs in the overall turnover decreased and the share of commodities other than foodstuffs increased.

Putting into practice the Communist Party's policy that is aimed at raising the material and nonmaterial level of living of the Soviet people during the Tenth Five-Year Plan Period, the volume of retail commodity circulation will increase by 29 percent, foreign trade by 33.5 percent, and trade with socialist countries will increase by 41 percent.

Comprehensive integration in the development of the USSR's national economy is one of the most important prerequisites to successful implementation of the economic strategy worked out by the 25th CPSU Congress for raising the effectiveness and quality of production work during the Tenth Five-Year Plan.

The Importance of the Transport System

Transport, being one of the basic activities that makes up the infrastructure of the national economy and enables the constantly rising demand for

movement of the products of labor and of people to be satisfied, occupies a special place in the system of the country's unified national economic complex.

As a sphere of material production, transport exerts an enormous influence on the dynamic development of social production and on its effectiveness. No production of any kind can go on without spatial change of the location of the subjects of labor and of the means of labor and the work force that are required for production. Providing for this movement creates the objective conditions for the continuous functioning of social production and the integrated, mutually coordinated development of all its sectors. Delivering the finished product of labor to the users, transport completes the process of material production within the boundaries of circulation and is the material base for the latter.

Specific characteristics of transport, as a sphere of material production, are the universal and constantly repetitive nature of its ties with all branches of the national economy and its participation in all phases of social reproduction, although transport itself does not create substantive material goods.

According to the teaching of K. Marx, movement of the subjects of labor within the production process for the manufacture of a new material product, as is also the case of movement of the finished product from the sphere of immediate production to the sphere of consumption, constitutes the transport process, which is carried out by people and by transport means. However, there is a difference in the economic content of these types of haulage. The people and the transport means that provide for movement of the subjects of labor within production participate directly in the production of the new material product of labor. Such movement is a necessary element of the technological process of production and enters into it, and, consequently the transport that takes part in it is technological. Therefore, material and labor expenditures on technological transport are expenditures for production and not for transport.

Movement of the finished material product of labor, regardless of whether we are talking about movement of the means of production or of consumer goods from the sphere of direct production into the consumption sphere, is connected with a change in the spatial position of a product of labor and with circulation of the commodity produced. Such movement is a continuation of the production process in the broad sense of the word but in the process of circulation and for the purpose of circulation.

Unlike technological transport, the transport that moves the product of labor to the sphere of circulation does not participate directly in its (the product's) creation, and therefore the expenses connected with the movement of material products from the points of their production to the points of their consumption are not production costs but are related to costs for circulation and to its transport component.

in practical activity, classification and the system for managing, planning and accounting for transport expenditures have certain deviations. Part of the circulation cycle, namely, the initial and final portions, are performed at present by so-called industrial transport. The labor and material expenditures for industrial transport in this cycle of the circulation sphere are included under the system of calculation that we have adopted, not under transport costs but under production costs.

Taking account of what has been said, the economically balanced aggregate of all types of common-carrier transport--rail, waterway, motor-vehicle, air and pipeline and the intraindustry transport of enterprises that continue the production process in the sphere of circulation and for the purpose of circulation--should be considered as the transport system of the national economic complex.

The degree of economic balance of the activity of the various types of transport determines the effectiveness of functioning of transport as a whole. The national economy's transport system can be balanced economically only when, on the one hand, each type of transport is used in the sphere of its most advantageous application and, on the other, the transport system as a whole provides full quantitative and qualitative satisfaction of the requirements of the national economy and of the populace for haulage work, which are changing constantly with respect to volume, time and space. This presupposes the existence of mobility and flexibility both of the types of transport and of the system as a whole, which cannot be provided without observance of the required proportions in developing transport and other sectors of the national economy and without the existence of the necessary reserves of throughput capacity and carrying capacity.

Radical changes in the technical equipment and operating conditions of Soviet transport have occurred during the years of Soviet power. Transport in the hands of the socialist state has become a powerful stimulus to the development of social production and to satisfaction of the people's growing demands for movement.

For the first time in the history of mankind, there has arisen a unified systematically developed transport system of a country, based upon social ownership, which is free of anarchy and competitive struggle for freight and spheres of influence, and under which all types of transport collaborate with and supplement each other in a unified national economic complex.

At present the network of routes for all types of transport in our country has reached 2.6 million km. The network alone of common-carrier and noncommon-carrier railroads has more than doubled during the years of Soviet power. By 7 November 40,000 km of common-carrier railroad had been converted to electrical traction, and 94,000 km were served by diesel traction. These two progressive types of traction did 99.9 percent of all the railroads' freight turnover and 90.7 percent of all switching work in 1977. The length of the network of good modern roads increased from 37,000 km in 1913 to 690,000 km in 1976. A network of pipeline transport has been

newly created, and its length was almost 160,000 km in 1976, of which 100,000 km were gas pipelines and 60,000 km were oil pipelines. The length of civil aviation airlines is almost 827,000 km.

More than 160 billion rubles of capital investment were spent to develop transport and communications during the period 1918-1976, including about 55 billion rubles for rail transport. Capital investment for developing transport is 10.1 percent of total capital investment in the national economy. Common-carrier transport's share of the national economy's fixed productive capital is more than 16 percent, and its share of total manning by blue- and white-collar workers employed in the country's economy is more than 9 percent.

Freight turnover for all types of transport in 1977 will total more than 5.7 trillion ton-km, of which the railroads' share was more than 3.4 trillion ton-km. Freight turnover for all types of transport during the period 1917-1977 grew more than 67-fold. Passenger turnover in 1977 (not counting passengers hauled in urban electrical transport) will be 811.6 billion passenger-km, versus 23 billion in 1917.

The high pace of growth of freight turnover for all types of transport is connected primarily with the development of the Soviet economic system. At the same time, a known influence on the outstripping growth in freight turnover is being exerted by prevailing relationships in the regional siting of the extractive and processing branches of production; incompleteness in consideration of the transport factor in solving questions of siting facilities for producing various types of output; insufficient saturation of the country's area with the transport network, as a result of which transport and economic ties are not always provided over the shortest distances; violation of the integration of construction and the introduction into operation of production capacity; the ever-higher materials intensiveness of production; and the operating inadequacy of the organs of material and equipment supply in the matter of assigning suppliers and customers.

The relationships in the regional placement of the extractive and the processing industries that prevail in the country have led to an increase in haulage distance, especially for fuel and raw-materials freight. These trends are being preserved also for the foreseeable future; this requires an accelerated buildup of haulage capabilities for all types of transport, primarily rail, which was called for by the CPSU Central Committee and USSR Council of Ministers decree, "Measures for Developing Railroad Transport in 1976-1980."

The increase in the USSR's transport potential has been accomplished and is being accomplished mainly by establishing mainline transport networks in general, but particularly in railroad transport, and also by increasing the power, load-carrying capabilities and travel speeds for the means of haulage.

A real technical revolution has been occurring on the railroads. Along with the complete replacement of steam by electrical and diesel traction, two-axle freight cars have been replaced by cars with four axles. Centralized control and automatic blocking and the use of computer equipment have been widely introduced. All this has enabled labor productivity to increase more than 2.1-fold during the past 15 years alone. As a result, mastery of the growth in hauling work by the railroads is being supported basically by growth in labor productivity.

Conversion of the transport network into mainline-type operation has enabled the world's highest throughput per mile of track to be achieved through a concentration of the freight flow. In 1976, the average density of haulage per 1 km of operating length of the railroads was 23.8 million ton-km in the USSR and 3.7 million ton-km in the USA, and for transfer pumping by pipeline transport it was 10 million ton-km in the USSR and 3.8 million ton-km in the USA for oil, and 2.75 million ton-km in the USSR and 2 million ton-km in the USA for petroleum product. As a result, operating costs for hauling freight by the USSR's transport was, especially for the railroads, the lowest in the world.

Rail transport plays the leading and an outstripping role in the country's unified transport system. V. I. Lenin pointed to the enormous importance of the railroads in our country as the material base for ties between the city and the countryside, between industry and farming, and as one of the most important bases for our entire economic system. This is explained not only by a number of important advantages of the railroads and by the economic and geographical characteristics of the Soviet Union but also by the fact that there is a definite close interrelationship of the level of development and the siting of production facilities and of the rail network.

To an extent greater than for any other type of transport, the railroads meet the requirements of large-scale production, providing continuity, regularity, largeness in scale, safety, and speed, with comparative cheapness of haulage. Only the railroads, in combination with other types of transport, can resolve in full measure the tasks being faced in the long term of bringing the natural wealth of the country's eastern regions into economic circulation. This is why rail transport provides for and cements the economic ties for all regions of the country and branches of the extracting and processing industries and agriculture, and for exchange and consumption, and it strengthens the country's security.

An intensification of the social division of labor, massiveness in production, the development of specialization and change in the regional organization and in the structure of production complicate managerial ties and increase the number of intermediate elements that take part in making the final industrial product. These natural trends in the economic system require a rise in the degree of precision and organization of transport work in general, and of rail transport in particular, and the elimination of deficiencies in its work.

In a period of developed socialism, acceleration in the circulation cycle of working production capital is of great importance in raising the country's economic potential and the effectiveness of production; the more rapid the circulation of productive capital, the higher the level of the production of material goods.

It is known that the time for the circulation of productive capital is equal to the sum of production time and turnover time. Factors for reducing circulation time by reducing production time lie within the production process itself. The improvement of intraindustry and technological transport is of no little importance here. However, where production capital remains unchanged, the potential for increasing production volume in greater measure is contained in the nature and level of development primarily of common-carrier transport and is a function of the speed of delivery to customers of the material resources that are in the process of transport. The greater this speed, the shorter the circulation time, the fewer the material resources that are frozen in the transport process, and the greater the potential for increasing the final social output.

At present, material resources whose value exceeds 20 billion rubles are in the transport process nationwide, and the average price of one day's stay of material resources in transit is more than 3.5 billion rubles. These data show that a reduction in turnover time is an important factor in intensifying the use of production capital. The main means for reducing turnover time, as Karl Marx indicated, is improvement of transport.

During the Ninth Five-Year Plan rail transport as a whole coped quantitatively in satisfying the demand of production entities and of the populace for haulage, but the quality of transport work has not been sufficiently active in effecting an increase in social production effectiveness, but, on the contrary, at various stages it even has held back a rise of it. The cause of this is violation of the rhythmicity and regularity of shipment as a result of overstrain in the operation of a number of railroads because of a lack of throughput and carrying capabilities and because of deficiencies in organizing the haulage process. The indices for speed of shipment of freight on the railroads were reduced somewhat in most important areas recently, and turnaround time for cars has grown, which cannot help but effect an increase in unshipped residues for some freight, and a slowing in the circulation of production capital.

With regard to economics, a reduction in the time spent by material resources in the transport process and a reduction in losses during freight hauling are equivalent to the creation of the capacity required to produce them. All this stresses the important role of transport in the dynamic and integrated development of the national economy and in raising production effectiveness.

The Siting of Production Facilities and the Transport Factor

In modern circumstances, the role of the transport factor grows by multiples because of the development of productive forces in new regions and

the largeness in scale of production and in turnover operations. Nowadays, when, as a result of intensifying the social division of labor, output by the processing industry in the European portion of the country and in the Urals has progressed on such an enormous scale that these regions require a major portion of the fuel and raw materials that are extracted in the country's east, the role of rail and pipeline transport has risen incredibly.

It is known that the main portion (about 90 percent) of the country's fuel resources are located in its eastern regions—Siberia, Kazakhstan, Central Asia and the Far East. The fuel-consuming industries are located mainly in the European part of the country and in the Urals. These areas' share of the processing industry's output nationwide is now about 83 percent. The requirement of these areas for fuel and power resources is being satisfied far from completely by these areas' own production activity and extraction work, so these resources have to be imported from the country's eastern regions.

In the long term, fuel consumption in areas of the Urals and the European part of the country will increase more than 3-fold through the resources of the eastern regions, although these areas' share of the processing industry's social production work will gradually be reduced. This means that the fuel and power resources of the country's eastern regions will emerge as an important prerequisite to the development of production in these areas. This will involve the forming of heavy flows of fuel and power resources from east to west. Transport, be it rail, pipeline, or electrical transmission line, is the base for providing long-distance connections for the extracting branches of industry of the east and the processing industry of the European portion of the country and the Urals. Consequently, rail and pipeline transport have a decisive role in the shaping and dynamic development of the most important sectors of production.

In the long term, a change is expected in regional proportions, with regard not only to fuel and power resources but also to other branches of production, and this also is linked with a shift in production work, especially of the extractive branches, to the country's east, with an increase in the scale of consumption of the output of these branches in the European part of the country and in the Urals. Organization of the large-scale exchange of the means of production and of consumer goods, as the basis for the functioning of production and consumption in these regions, which are far removed from each other, with distances in the thousands of kilometers, sets an important role for transport, especially for rail transport.

Since a reduction in time and space with the help of transport equipment is one of the most important factors that influence the level of social labor's productivity, a correct and rational solution of the problem of providing transport ties for areas of the country's European portion and the Urals with the east are of decisive significance in the dynamic and integrated development of the country's whole economic system.

A further increase in the country's economic potential requires the broad involvement in economic circulation of new regions that are remote from industrial centers but are rich in fuel, power and raw-material resources and are deprived of transport facilities. The process of developing the natural resources of these regions is linked, as a rule, with the construction of new transport lines that will help to provide for importation of the necessary equipment, materials and work force into the regions being developed. Frequently, the master of natural resources and the development of transport in the new regions occurs concurrently.

A graphic example of this is the development of oil production in West Siberian regions, where the recovery of oil and gas began almost simultaneously with the start of construction of the Tyumen'-Surgut-Nizhnevartovsk railroad. And so it was in other regions. The erection of the necessary transportation facilities, which, in the final analysis, reduces the aggregate production costs, should precede creation of the new production complexes.

The effect of the transport factor on the rational siting of productive forces about the country directly concerns transport cost levels. Among the components of operating costs for producing output, transport costs are fourth in magnitude,after raw materials, fuel and power, and wages. These expenditures average about 5.7-6.3 percent of the cost of a product to the customer. For such types of products as raw materials, fuel, and building materials, the share of transport costs reaches 45 percent. On the whole, transport expenditures by our country's economy now exceed 70 billion rubles, including 40 billion rubles in the circulation sphere. This is why 25th CPSU Congress decisions called for a reduction of them. The lower the cost of transport, other conditions being equal, the more optimal are the amounts of production and the level of production concentration and specialization that are provided for. At the same time, centralization and concentration of large-scale mass production raise its effectiveness. All this requires the appropriate development of transport.

It should be considered that the level of development and degree of intensification of the transport process and the haulage outlays involved exert a two-fold influence on specialization and cooperation in production: where there are high specific transport costs per unit of output, the limits of specialization and cooperation are economically restricted, and, on the contrary, the lower the cost of hauling freight over long distances and the more reliable the operation of transport the wider the opportunities for specializing large-scale production and for interregional cooperation.

The great role of transport in the development and formation of new regional production complexes during the Tenth Five-Year Plan must be further emphasized. In accordance with 25th CPSU Congress decisions, substantial capital investment will be aimed at the completion of the establishment, mainly of many large territorial production complexes and at the creation of new ones, particularly in the area of construction of the Baykal-Amur Mainline.

Transport is a component part of and a material base for the structure and organization of the operating activity of regional production complexes, where regional division of labor and specialization in the output of products whose output is more advantageous here are impossible without an appropriately developed transport system.

With development of the transport network, new regional production complexes that specialize in the output of those types of products that can be produced at least expense and which are intended not only for local consumption but also for export to other regions are being formed.

For example, the erection of the Bam-Tynda-Berkakit railroad creates the prerequisites for establishing the huge South Yakutsk regional production complex which has been proposed for development on the basis of South Yakutia's huge deposits of coking coal and the high-quality iron ore of the Aldan field, and for developing the production of nonferrous metals and rare-earth metals. The huge Chul'man industrial cluster will rise up here on the grounds of the complex, and the Aldan, Tayezhnyy and Tommot industrial clusters will be further developed.

The structure of a regional production complex takes shape from various industrial clusters and production facilities. Satisfying the haulage requirements of each element of the complex's economic structure and of its internal intercommunications, transport thereby provides for the functioning and development of the complex as an integral regional economic system.

Thus transport affects and to a great extent defines the pace of development and the structure of regional production complexes, their specialization, the organization of their economic activity and, in the final analysis, the level of regional effectiveness of social production.

During the Tenth Five-Year Plan period, the system of formulating production plans on the basis of orders is being widely developed, enterprises and associations that engage in mass and large-series production are being converted to long-term direct economic ties, and the role of economic agreements is being reinforced. The fulfillment of plans for shipments in accordance with contracts and orders becomes the basis for evaluating the results of enterprise activity and for forming economic incentive funds.

The implementation of these progressive trends in economic activity is directly related to the reliability and regularity of operation of the transport system and to its readiness to help to realize the new conditions of economic mutual relationships of enterprises in full measure and on time. Because of this, the role of transport in the national-economic complex is being raised, and the question arises about transport enterprises upon which the realization of agreements greatly depends, and this means also the achievement of high production effectiveness, becoming participants in direct long-term economic agreements. The index of transport's output should be considered to be not the number of ton-kilometers but the amount of freight as a whole shipped to customers on time and in the required products mix.

The role of transport in developing a socialist society is not restricted to servicing branches of the national economy and the economic regions. Another no-less important value of transport is in the area of solving questions of society's social development, elimination of the existing differences between the city and the countryside, a strengthening of the friendship and collaboration of the peoples of the fraternal Soviet republics, the introduction of workers to advanced culture, and an expansion of mutual exchange between the USSR and the countries of socialist collaboration on the one hand, and capitalist countries on the other.

Reducing the time for moving the population to recreational sites and better satisfying the requirements for passenger hauling, transport helps to increase the workers' recreation time and, in the final analysis, to raise the productivity of their labor. Transport is an important factor in developing both tourism within the country and international tourism.

In the modern era, when, in accordance with 25th CPSU Congress decisions, all control and planning activity are aimed at the final national economic results, the role of all types of transport grows and it requires that they, first, meet the rising requirements for hauling quantitatively, taking into account changes in the industrial and regional structure of production, and, second, raise the quality of their activity by improving transport technology and improving service to the national economy and to the population with a view to helping to the maximum to raise social production effectiveness and to increase growth in labor productivity.

The time factor, as is known, exerts a definite influence on the development of all branches of the national economy. Because of this, it is necessary to achieve rhythmicity, regularity and high speed in transportation, which are of enormous importance in the process of producing final output. All this raises requirements on the operation of all types of transport. Completing work on formulating a highly effective transport system for the USSR is an urgent task.

[8144/1801 C-11409]

TRANSPORT IN RURAL AREAS

Moscow ZHELEZNODOROZHNYY TRANSPORT in Russian No 7, Jul 79 signed to press 27 Jun 79 pp 2-3

[Article: "Transport for the Countryside"]

[Text] A very busy, responsible season has begun for rural workers, purchasing agents and transport workers. The collecting and mass shipment of agricultural products of the new harvest has begun. This year the campaign is being waged primarily under the actions of the decision of the July (1978) Plenary Session of the CPSU Central Committee, which worked out a specific program for further development of agricultural production within the framework of the general course of the party toward a steep rise of agriculture according to the principle directions of the 25th CPSU Congress.

The winter and spring this year were a rare test in their complexity for kolkhoz and sovkhoz workers. Unfavorable weather conditions in many regions of the country demanded exceptional organization from them in conducting field operations and field management. The new harvest has now been cultivated and the duty of everyone who has only the slightest relationship to this is to harvest the grain, potatoes, vegetables and other agricultural crops on time and to deliver them to consumers without losses.

In regarding the rise of agriculture as the most important general state and general national problem, the railroad transport workers are directing their efforts toward continuous delivery of goods for rural areas and of agricultural products. The procedure of priority delivery of rail cars and containers for loading seed, trucks, tractors, agricultural machinery, spare parts for them, chemical and mineral fertilizers, petroleum products, lumber and construction goods and all the material and technical equipment directed toward conducting field and reclamation work and also toward construction of objects related to provision of state purchases and storage of grain and other agricultural products has been established on the railroads and sections.

As a result shipments of seed grain were completed within the established deadlines and 1.5 million tons more were delivered to the sowing regions

than in 1978. During 5 months of the current year, 30.3 million tons of liquid fertilizers, almost 140,000 tractors, more than 95,000 trucks and tens of thousands of grain harvesting combines, plows, seeders and many other equipment have also been delivered to agriculture. Shipments of early cabbage and vegetables from Azerbaijan and the Central Asian Republics have also been successful.

At the same time there are significant deficiences in organization of freight shipments to the rural areas and in training railroad management and personnel for mass shipments of agricultural products. It must primarily be said that the railroad workers have not fulfilled the 5-month task on shipment of truck and tractor fuel and truck lubricants, there are serious deficiencies in organization of the work of rail car preparation terminals for grain shipments, the disposition of the fleet of boxcars does not fully correspond to the forthcoming shipments, the procedure of utilizing rail cars with self-sealing doors is being violated on some railroads, preparation of grain panels has not been completed everywhere, the plan for their manufacture was not fulfilled during the period January-May and serious deficiencies in planning and support of conservation of shipments of grain and other agricultural goods are being permitted.

The main thing now is to complete all operations provided by the plans of preparation for mass shipments of goods of the new harvest everywhere within the shortest deadlines and to completely fulfill the requirements of the rural workers. One must bear in mind that, despite the unfavorable weather conditions, the grain growers of the Russian Federation, the Ukraine and Kazakhstan have planned very high positions in harvesting the crop. According to statements of the Ministry of Procurement, grain shipments of the new harvest should be increased in July-September by more than 1,000 rail cars per day compared to the corresponding period of last year. At the same time several thousand cars with potatoes, vegetables and fruits should be shipped daily. In short, the railroad workers must solve a very complex problem. In doing this, the necessity of a universal increase of the rates of shipments of fuel, ore and metallurgical raw material and other goods for creating the required winter reserves at industrial enterprises, in transport, in construction and on communal farms must be taken into account. Finally, passenger transport, which occupies a large fraction of the carrying capacity of our mainlines, increase significantly during July-August and extensive repair-track and construction operations are continuing.

Shipments of agricultural goods is a complex task and its solution depends on the workers of all transport services and of each railroad worker. Only by combining efforts can this most important political campaign be carried out with honor. At the same time, clear, smooth work with the shippers and consignees of goods for the countryside and of agricultural products, motor transport enterprises, collectives of maritime and river ports, supply and service planning bodies and state purchasing agents is required.

Creation of a reserve of boxcars and locomotives on the railroads where grain shipments are beginning and provision of the necessary maneuverability for continuous hauling now acquire primary significance. The fleet of specially prepared boxcars, including grain carriers, should be moved rapidly along the grain shipping mainlines, should be unloaded within the established deadlines and should be returned on time. To do this, the railroad workers jointly with the purchasing agents are called upon to refine the volumes of grain shipments, to improve their planning and to universally develop routing of unit trains.

It should be said that extensive experience in routing unit trains for grain shipments has been accumulated at a number of railroads, primarily the Northern Caucasus, Kuybyshev, West Siberian and Southern Urals, and as a whole its level increased by 2.3 percent last year throughout the system. At the same time, there are extensive opportunities for further intensifying block shipment of grain goods and other agricultural products. The dispersed nature of grain deliveries should be reduced and technical equipping of transport services of grain shipping and grain receiving terminals should be intensified (at present only about 10 percent of the enterprises can receive entire unit trains with grain goods for unloading), and operative planning and development of schedule shipping plans should be improved. The Main Traffic Administration should work out weight norms for grain unit trains on time by the regions of the system with regard to their standardization on the entire line of unit train movement.

The workers of the freight services of the railroads and the Main Freight Administration together with planning and purchasing bodies should manifest special concern on development of new schemes for normal directions of freight turnovers of main grain crops and grist products and should achieve efficiency of shipping them. According to calculations of the Ministry of Railways, it would be feasible even in the near future to transfer shipment of 1.8 million tons of whole grain and 4 million tons of grain exported from Northern Caucasus and the Volga area regions to water transport. At the same time, the short-haul shipments of grain by rail can be significantly reduced.

Strict adherence to regulating discipline and the established procedure for utilizing the rolling stock allocated for agricultural shipments is of the most important significance under conditions of mass shipments and also nonsimultaneous harvesting of the crop and the need for concentrated shifting of equipment from some regions to others. This is true not only of boxcars, but also of tank cars for fuel shipments, gondolas and flat cars for transport of equipment and other rolling stock. It is sufficient to say that not less than 140,000-150,000 rail cars must be allocated, according to preliminary data, for transport of trucks and combines to harvest the crops.

Production and shipment of potatoes, vegetables and fruits are increasing annually. This requires universal improvement in the use of reefers and boxcars and acceleration of freight delivery from railroad workers and

product suppliers. Plying of 100 specialized trains with increased speeds is provided in the new traffic schedule and a procedure of coupling rail cars containing express freight to passenger and mail-baggage trains has been determined. The dispatcher apparatus of the railroads and divisions and the boards of the Ministry of Railways must establish constant, effective control over shipment of vegetables and fruits and movement of them.

The sugar beet growers have pledged to cultivate a high yield this season. According to preliminary data, 2.6-3 million more tons of sugar beets must be shipped by rail in September-December alone than during the corresponding period of last year. Under these conditions, one must be concerned about shipments of sugar beets within more compressed deadlines and of preserving their quality. Efficiency in shipments of sugar beets should be achieved more vigorously, taking into account that, for example, almost one-third of the indicated shipments were made last year for short distances.

The railroad workers are transporting almost half the procured cotton, a large amount of coarse fodder, poultry, other agricultural products and goods for rural areas. Shipment of them is also increasing from year to year. Corresponding measures directed toward meeting the needs for shipments of the indicated goods to the maximum have been developed. However, operative monitoring and coordination of workers of different services and of the consignees and shippers of goods is necessary here. This requirement is dictated, specifically, by the experience of shipping coarse fodders last year, when more than 10,000 rail cars were recruited for additional work due to unsatisfactory planning of their transport.

One of the decisive conditions for continuous shipment of grain and other agricultural products is reliable preparation of rolling stock for shipment in total volume. More than 300 complex rail car preparation terminals have been opened in the system and their total number and total productivity are increasing continuously. With regard to the quality of repair and washing of rail cars, it remains unsatisfactory on many railroads, specifically the Privolzhsk, Southern Urals and Tselinnaya. Some preparation terminals do not have a sufficient number of machinery, materials and spare parts. Transfer of malfunctioning rail cars and those not cleaned of residues from some railroads to others is continuing in violation of established procedure, which makes it difficult to prepare them for shipments. The main administrations of traffic, freight and rail car management must intensify control over maintenance of the rail car fleet and must increase demands for complete shipment of goods and cleaning of rail cars.

Unabated attention should be devoted to manufacture, repair, storage and careful use of grain panels. There is a shortage in shipments of them in some terminals and part of them is being maintained in an unsuitable state. During 5 months, the railroads have not received approximately 80,000 panels through the fault of the rolling stock repair and spare parts production plants, capital construction enterprises and railroad shops of the Southern Urals and Pridnepr Railroads. The permitted lag in manufacture and repair of grain panels must be urgently made up.

Railroad transport workers are now called upon to devote all efforts to shipments of the new harvest. They are not involved in the experience and skill of delivering the enormous mass of agricultural goods to consumers rapidly and without losses. High responsibility, efficiency and initiative of everyone are required. This is the guarantee of successful solution of a most important national economic task.

6521
CSO: 1823

MARITIME FUEL CONSERVATION EFFORTS

Moscow VODNYY TRANSPORT in Russian 9 Jun 79 p 2

[Article entitles: To Use Fuel Prudently]

[Text] Maritime transport workers are actively and systematically fighting to save combustibles, lubricants, fuel, and electrical energy in every possible way. Just in the past year, seamen saved 181,200 tons of conventional fuel and 2,460 tons of lubricants. Personnel at shore enterprises saved 26.3 million kilowatt hours of electrical energy. Notable successes in this effort were achieved by the workers of the Novorossiysk, Baltic Sakhalin, Litovsk, and Latvian shipping companies.

Worthy of attention are the efforts of the Black Sea, Azov, and Estonian shipping companies. Here, there was a significant increase in the volume of work on the underwater cleaning of ships hulls which reduces fuel consumption underway. In the majority of shipping companies, scheduled measures for the utilization of the heat in exhaust gases and the oil and petroleum products from waste water separators were carried out.

At the same time, as shown by investigations carried out by specialists of the Ministry of the Maritime Fleet, there are large deficiencies in conserving fuel and energy resources. The Far East shipping company has not met its obligations for additional savings of fuel. In the fleet, the nonproductive waiting times and passages in ballast are still large as also are the passages to fueling depots because of ill-timed delivery of fuel or cargo.

In the first quarter of the current year, seamen of the Northern, Murmansk, and Sakhalin shipping companies did not meet the established standard of fuel consumption for a transport fleet. The basic reason for the lag was the heavy ice and complex meteorological conditions in these basins. Because of a large amount of waiting time in ports, the crews of ships of the Estonian, Litovsk, and Azov shipping companies did not fulfill their assignment. The personnel of the Kamchatka and Middle Asiatic shipping

companies did not achieve designated limits for the conservation of electrical energy. In order to correct the situation, special attention should be given in the fleet to reducing passages in ballast and unproductive waiting time, to an increase in the use of waste heat boilers, and to the correct use of electric crane motors, compressor plants, and other equipment. Also it is necessary to activate the work of commissions monitoring the progress in carrying out measures for the conservation of fuel and electrical energy at enterprises. Everywhere active and effective measures must be taken for the unconditional fulfillment of socialist obligations for the conservation of fuel and electric energy.

9136
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SUDOIMPORT: ACCOMPLISHMENTS AND GOALS

Moscow VODNYY TRANSPORT in Russian 29 May 79 p 4

[Article by A. Anisenkov: "The Track of Sudoimport," passages enclosed in slantlines printed in boldface]

[Text] /Twenty five years ago on May 28th 1954, to carry out the operations of exporting and importing ships, ships' equipment, spare parts, and ship repairs, the All-Union Association Sudoimport was established. In accordance with Soviet legislation on the state monopoly in foreign trade, it is the single organization in the country for accomplishing this work/

As the general director of the All-Union Association Sudoimport, Oleg Sergeyevich Kropotov, noted at a press conference in the Central House of Journalists, already in 1925 our country had started to build the first seagoing transport and fishing ships. After a relatively short time we had whole series of lumber carriers, refrigerator ships, general purpose dry cargo ships, tankers, passenger ships, icebreakers, and fishing trawlers.

To provide for the needs of the growing transport and fishing fleet, tugs, 3,000 horsepower seagoing and oceangoing salvage ships, and 20 thousand ton capacity floating drydocks were built.

For hydraulic engineering and for various loading operations, 100 and 300 ton, highly efficient, general purpose, self-propelled floating cranes of the Chernomorets and Bogatyr' types were created. They have good maneuvering qualities, they can operate in shallow water, and at unequipped shore sites they can carry large and heavy loads on deck.

Ships built in the Soviet Union are characterized by good seaworthiness and a high degree of automation. That is precisely why there is such a large demand for them by foreign shipowners.

There is manysided collaboration between Soviet specialists and the shipbuilders who are members of CEMA [Council of Economic Mutual Assistance]. Also, scientific and technical collaboration is in progress with the leading firms in Sweden, Denmark, FRG, Finland, Japan, Norway, and the U.S.A.

Research work is being conducted with the Swedish shipbuilders association on high quality steels for new types of ships and on the development of means for protecting ships from the environment.

Being investigated with Danish shipbuilders are problems in the perfecting of methods for designing the shafting of large tonnage transport ships and in the creation of equipment for the disposal of ships' solid wastes and for the separation of liquid wastes.

In the long term program for the development and deepening of economic trade, industrial, and scientific and technical collaboration between the USSR and Finland through 1990, broad cooperation is envisaged in the field of shipbuilding. At present, specific actions have been worked out and objectives have been defined for collaboration in the field of production cooperation. This will enable further development of the business connections of Sudoimport with the shipbuilding and shipowning firms of Finland.

The shipping companies and organizations of Bulgaria, Hungary, GDR, Cuba, England, FRG, Norway, Sweden, Belgium, India, and Ghana regularly are buying our ships. The volume of exports rose significantly in recent years. Among the business partners of Sudoimport there are now more than one hundred and forty firms from fifty nations.

Ore carriers of the Baltika type, 16,300 ton deadweight tankers, drydocks and floating cranes of various capacities, hydrofoil craft, engineering and auxiliary ships, and other floating equipment have been delivered from the Soviet Union to socialist countries.

This year is the thirtieth anniversary of the Council of Economic Mutual Assistance. Within the framework of this collaboration, just in the five years from 1971 to 1975, 72 percent of the trade turnover of Sudoimport was with the socialist countries. In the period 1976-1980 the turnover of the association with the socialist countries will grow more than 40 percent in comparison with the preceeding five-year plan.

The All-Union, self-supporting, foreign trade association Sudoimport consists of nine export-import operations, namely: Sudotransport, Sudodizel', Sudomekhanism, Sudoelektro, Sudoremont, Sudoservis, Sudoflot, and Sudoshel'f.

Sudoimport faces large problems in the renewal of the many kinds of ships and equipment delivered in exports. Along with the ships already earning a good reputation in the world market, the association will deliver a series of new ships.

9136
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USE OF LARGE-CAPACITY SHIPPING CONTAINERS

Moscow VODNYY TRANSPORT in Russian 16 Jun 79 p 2

[Article: The Use of Large Tonnage Shipping Containers]

[Text] The volume of container shipments in maritime transportation is being increased every year. The number of specialized container ships is being increased and shore transshipment facilities, fitted out according to the last word in science and technology, are going into service. Workers at the Il'ichevsk ship repair plant are making maximum efforts to satisfy the requirements of the seamen for general purpose containers. The successes achieved by the workers of the maritime fleet in this progressive form of transport are unconditional and very tangible.

At the same time, in the effort to increase the efficiency of the use of containers, there are still large deficiencies, serious counting errors are being allowed in the Baltic and Black Sea shipping companies. In particular, there is a question about making good use of containers being returned on the Cuban route.

In a whole series of shipping companies, information about the movements of containers in the countries of western Europe is being processed poorly. Satisfactory control was not established to account for containers in transit between the ports of Il'ichevsk and Varna as a result of which the Black Sea shipping company suffers losses. It would be helpful in this business to introduce an automated system for registering and following the movements of containers in the maritime fleet; but the development of it by scientists and specialists of the department was unjustifiably delayed.

Regrettably, there are cases when a shipping company, the GKhO [State Economic Association], or the All-Union Association Sovinflot allow irregularities in the scheduled movements of container liners and then they do not meet the established periods of turnover for the containers on the

routes. The surveying of cargoes for containers for the purpose of reducing their shipment when empty is still only feebly conducted.

To eliminate all existing shortcomings in the organization of this progressive form of transport, it is necessary to set up accurate stock-taking and bookkeeping on the movements of containers, to develop and introduce into practice standard documents for regulating this activity, and to increase the responsibility of managements of shipping companies and the GKhO for strict adherence to the schedules of container liners. It is necessary to adopt all measures for increasing the efficiency of the use of large tonnage containers.

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